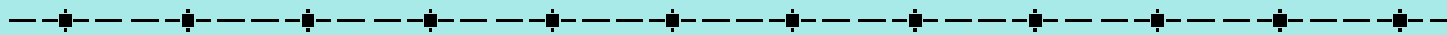


Creating “Main Street” in University Place, WA



Regional Workshop on Context Sensitive Design

Seattle, Washington

May 1, 2002



Project Steps

- Vision Statement
- 1996 Design Charrette
- Value Engineering
- Design
- Construction
- Operation

Bridgeport Way Before



Vision Statement

August 1996

.... *Twenty years after incorporation*, University Place is a safe, attractive city that provides a supportive environment for all citizens to work, play, get an education and raise families...Street lighting, sidewalks, curbs/gutters and bicycle lanes on all arterial streets have improved safety and created better connections between residential and business areas.

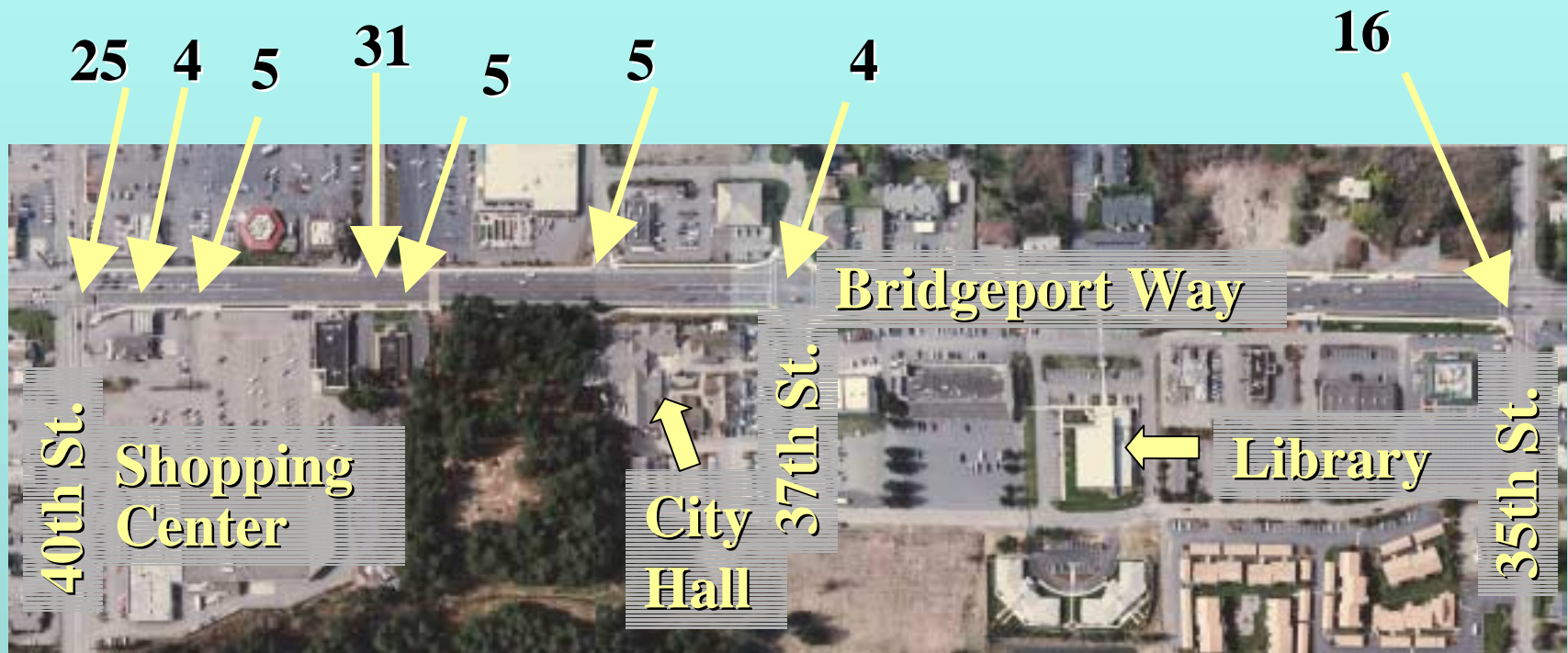
University Place Town Center



Bridgeport Way Before



95 Accidents Over 3 Years (Before Project)



Accidents

Bridgeport Way (35th to 40th St.)

- 95 accidents over three year period prior to project
- Crashes are under ideal conditions of clear, dry, often daylight hours
- Most are at intersections and driveways

Bridgeport Way Charrette

November 8-12, 1996

- Widely advertised throughout community
- Over 100 Citizens created their vision for the street and Town Center
- Professionals and volunteers created sketches and plans

Goal

Create a Main Street and town center that provides residents and visitors a comfortable, convenient, efficient, safe, secure and welcoming place to shop, play, work and live.

Design Table at Bridgeport Way Adult Charrette



Bridgeport Way “Mini-Charrette” at Curtis Junior High School



Objectives

- Improve the safety of motorists, pedestrians and bicyclists
- Improve the mobility of children, adults, disabled and seniors
- Create a Town Center and welcoming public space
- Provide choice in transportation
- Provide for economic growth
- Provide a walkable, transit, bicycle and pedestrian friendly community

Charrette Participants Issues/Needs

- Road is ugly
- Poor sight distances
- Lack of bicycle facilities
- Lack of bus shelters
- Through traffic is a problem
- Hard to make left hand turns

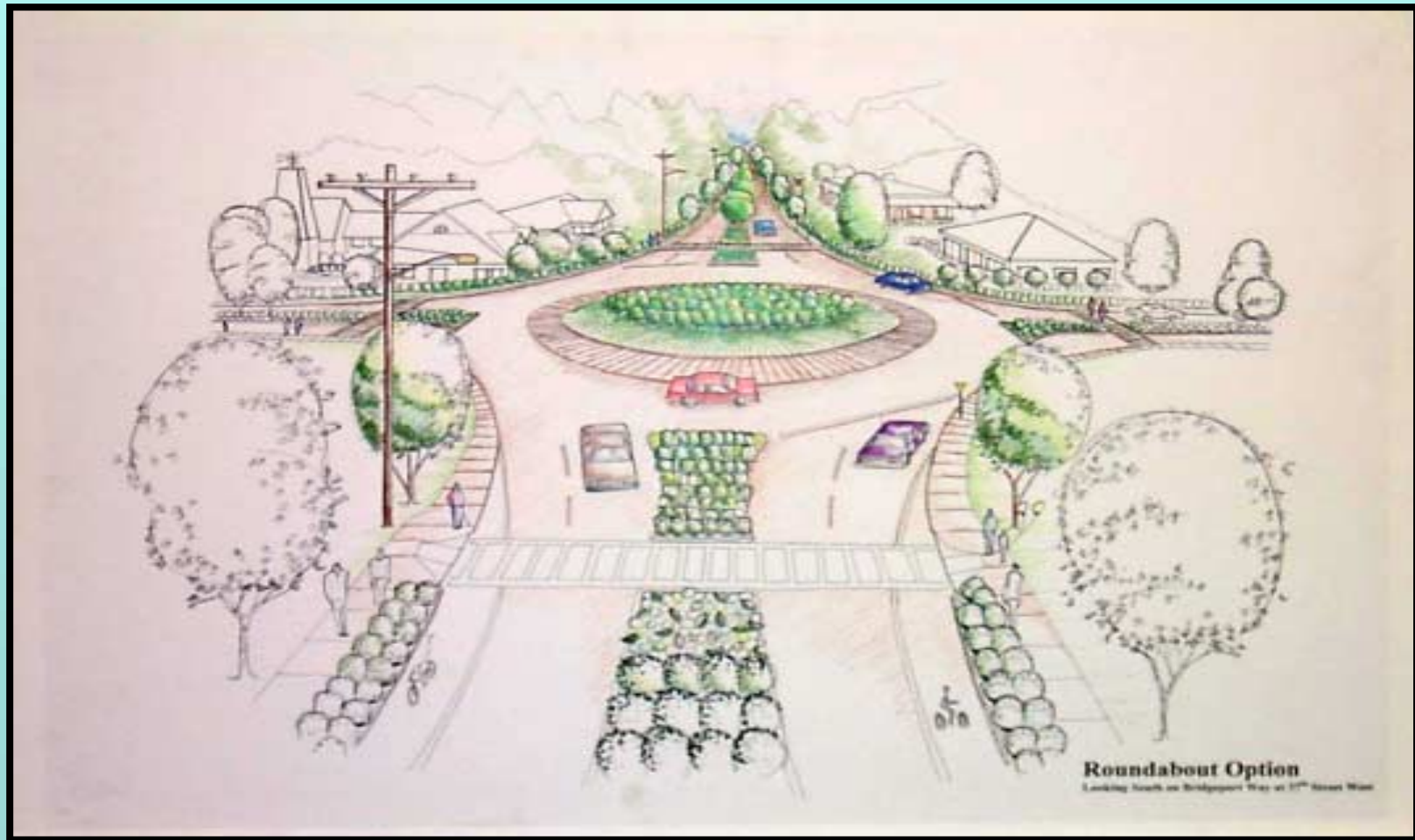
Charrette Participants Issues/Needs (cont'd)

- Speeds are too high
- Volume is too high
- Accidents are too high
- Road is too wide
- Too many driveways
- Lack of sidewalks
- Road is poorly lit

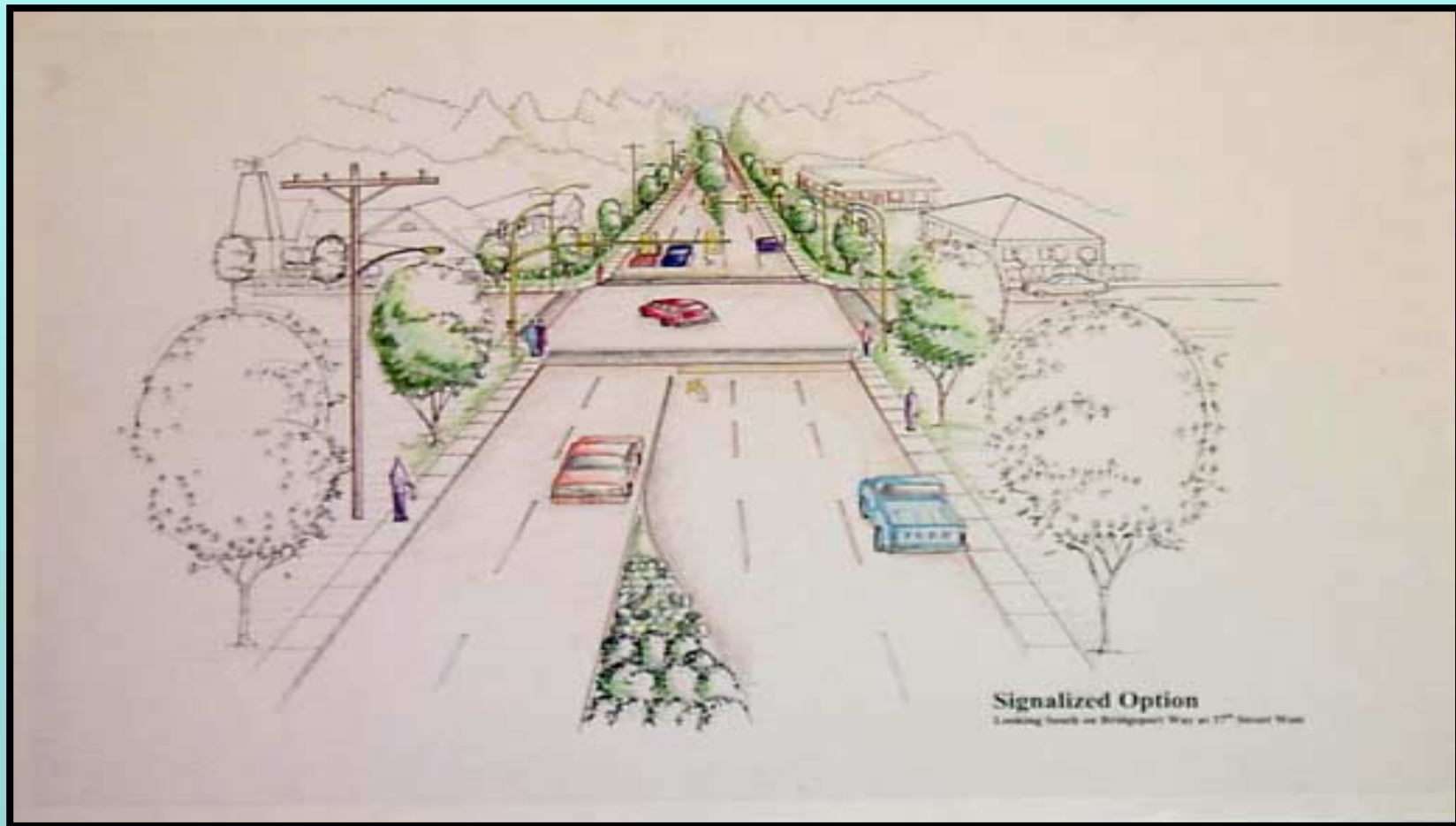
Town Center Access

- Improve Bridgeport Way
- Neighborhood pedestrian/bike access
- Town Center access road
- Bicycle Boulevards connecting town center and schools
- Pedestrian crossings across Bridgeport Way

3-Lane Boulevard Option with Roundabouts

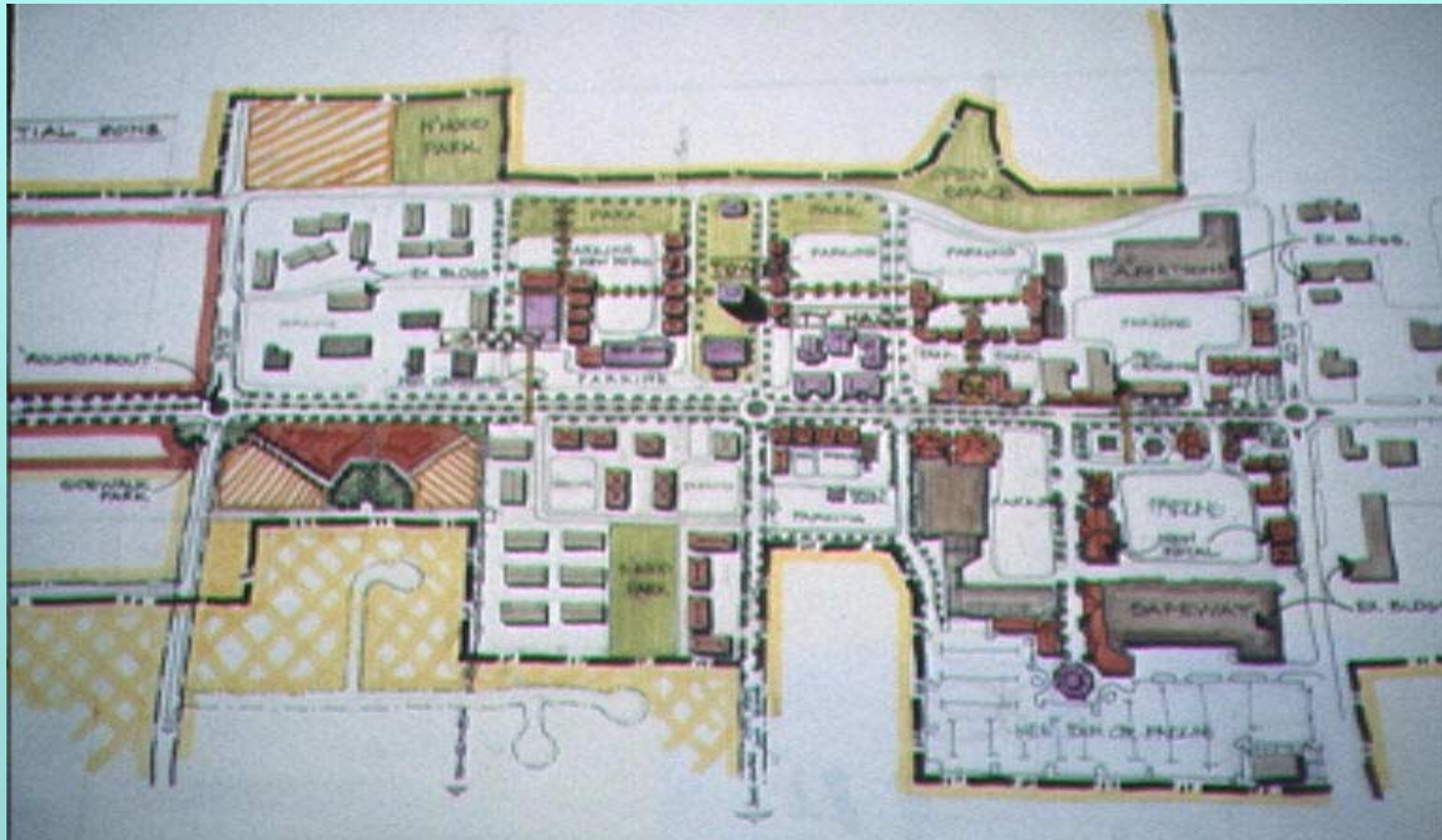


4-Lane Boulevard Option with Signals



Town Center Plan

Developed at 1996 Charrette



Bridgeport Way After



Bridgeport Way Improvements

- **Completed:** December 1998
- **Construction Cost:** \$1.6 million
- **Improvements:**
 - ❑ Curbs, Gutters, Sidewalks, and Planter Strips
 - ❑ On-Street Bike Lanes
 - ❑ Two Mid-Block Crosswalks w/ Warning Lights
 - ❑ Landscaped Median with Pedestrian Refuges
 - ❑ Undergrounding of all Overhead Utility Lines
 - ❑ U-Turn Widening at Signalized Intersections

Bridgeport Way Before







Bridgeport Way Before



Bridgeport Way After



Bridgeport Way Before



Bridgeport Way After

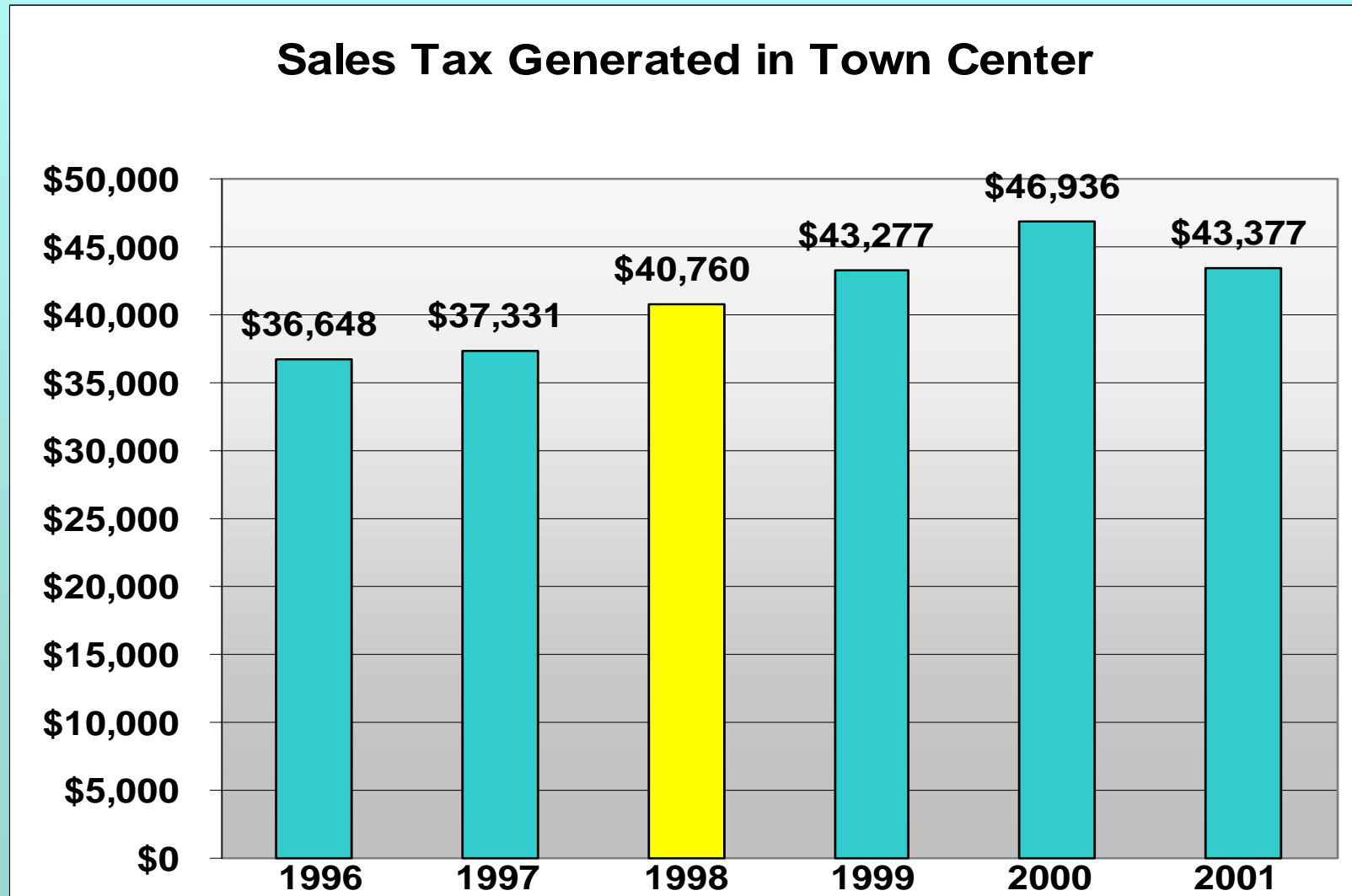


Bridgeport Way Performance After Project

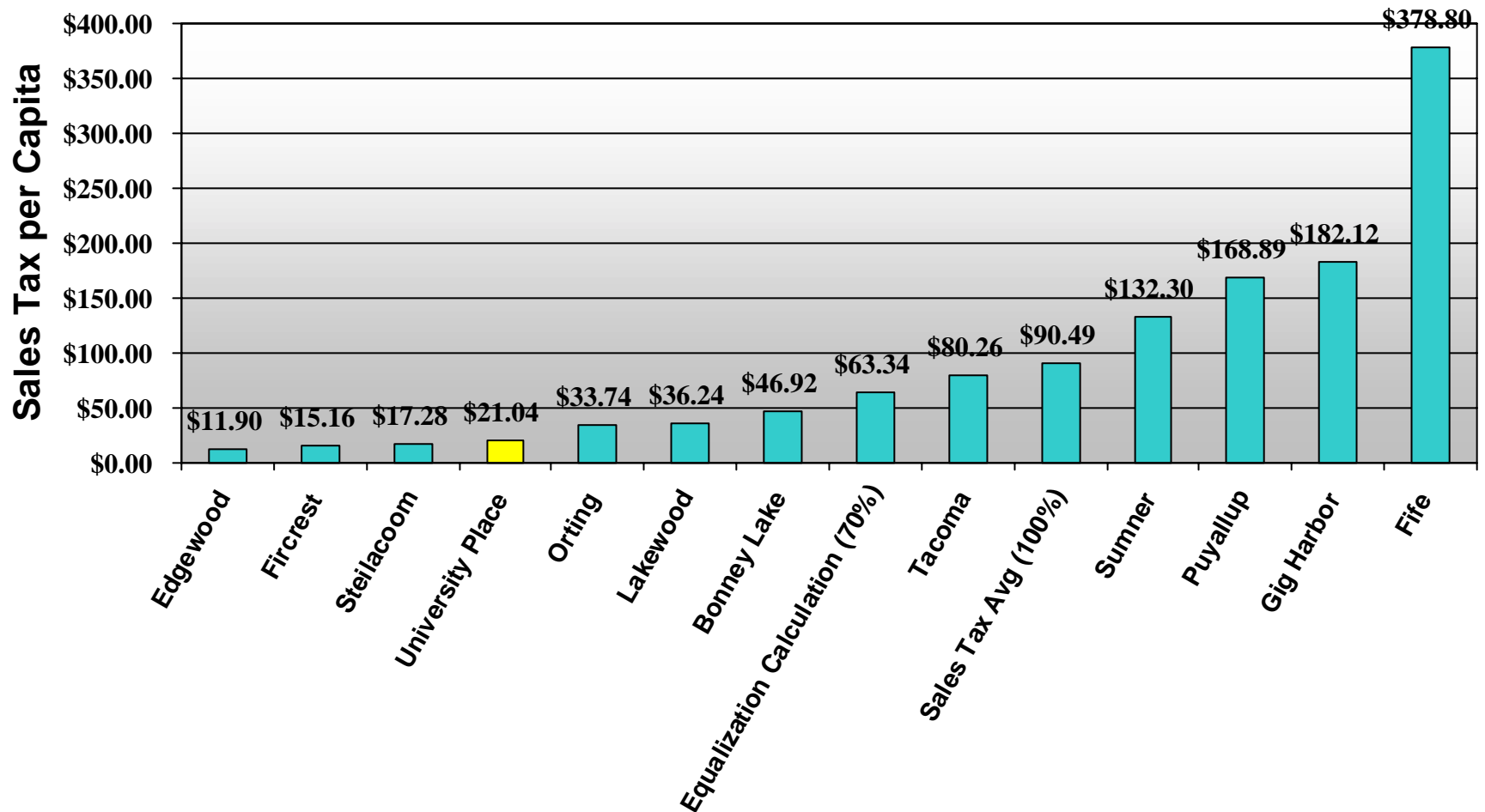
- 60% Crash Reduction
- 7% Speed Reduction



Sales Tax Generated in Town Center (1998 Bridgeport Improvement Constructed)



Sales Tax Per Capita Comparisons



Town Center Plan Strategies

Adopted May 1999

- Capital Facilities Planning
- Design Standards
- Monitor and Revise Development Regulations
- Coordination and Partnerships
- Development and Marketing Assistance